

# US 60 (Superstition Freeway), Crismon Rd. to Ironwood Dr.

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Summary Report: Agency and Public Involvement for Scoping  
July 2014

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## 1.0 Introduction

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The purpose of the US 60 (Superstition Freeway), Crismon Road to Ironwood Drive study is to prepare a Design Concept Report (DCR) and environmental document to evaluate options and select a preferred alternative that meets the goals of the Regional Transportation Plan Freeway Program (RTPFP), satisfies the requirements of the National Environmental Policy Act (NEPA) and obtains public support. The project will provide for the addition of one high-occupancy vehicle (HOV) lane and one general-purpose lane in each direction of travel along US 60 within the study limits. An Environmental Assessment (EA) is the anticipated level of environmental documentation.

The RTPFP includes funding for additional HOV and general-purpose lane improvements on US 60 between Crismon Road and Meridian Road, with final design budgeted in Fiscal Year (FY) 2016 and construction in FY 2020. Future freeway improvements between Meridian Road and Ironwood Drive are currently unfunded and would not be eligible for RTPFP funds. However, public comments received on another ADOT project (US 60 Interim Interchange at Meridian Road) has resulted in the extension of the east study limit to evaluate improvements that may be needed on US 60 west of Ironwood Drive. The Federal Highway Administration (FHWA) has also requested an evaluation of an ultimate full-access traffic interchange (TI) at the intersection of US 60 and Meridian Road.

### 1.1 Overview of Public Involvement Goals, Process, and Strategies

For this study, a *Public Involvement Plan* (Appendix A) was developed to describe in detail how ADOT, FHWA, and the study team would inform, involve, and obtain meaningful input from the public, elected officials, media, and agencies regarding the US 60 (Superstition Freeway), Crismon Road to Ironwood Drive study, while in compliance with the requirements of the National Environmental Policy Act (NEPA) and other related legislation, policy, and guidance. The goals of the public outreach program included:

- Engaging a broad, representative cross-section of the public to help ensure the Draft EA (DEA) reflects and incorporates agency and public input
- Providing clear and accurate information that encourages informed public participation and input
- Providing multiple, convenient ways for interested parties to provide comment
- Providing multiple means through which the public can learn about the study
- Documenting public input accurately

### 1.2 Scoping Purpose

Scoping is generally defined as “early public consultation,” and is one of the first steps of the NEPA environmental review processes. The purpose of scoping is to involve the public, stakeholders, and other interested agencies early on in the environmental compliance process to help determine the range of alternatives, the environmental effects, and the mitigation measures to be considered in an

environmental document. The results of scoping help to guide an agency's environmental review of a project.

As part of the scoping process, agencies often conduct public meetings. Scoping is not limited to public meetings; however, public meetings allow interested persons to listen to information about a proposed project or action and express their concerns and viewpoints to the implementing agencies. During scoping meetings, the lead agency generally outlines the proposed project, defines the area of analysis, identifies issues to be addressed in the environmental compliance document, and solicits public comments. Agencies also establish a scoping comment period to accept comments submitted in writing or by phone.

Scoping comments are considered by ADOT and FHWA during the formulation of alternatives and are used to determine the scope of the environmental issues to be addressed in the environmental document.

## **2.0 Agency Scoping**

The purpose of the Agency Scoping Meeting is to introduce and provide an overview of the project to stakeholder agencies and project partners. A review of preliminary findings from the preliminary data collection process, discussion of key project issues and challenges, schedule, and communication/outreach issues are presented. In addition to providing background and other pertinent information to the stakeholder agencies and project partners, the Agency Scoping Meeting is also designed to assist the study team in having the stakeholders identify any issues, concerns and opportunities they feel need to be addressed during the course of the study.

### **2.1 Agency Scoping Notification**

The study team prepared and distributed a scoping letter to agency representatives who may have an interest in the study. The letters were mailed on May 8, 2014 to 15 agencies. View the agency scoping letter and list of agencies (Appendix B).

### **2.2 Agency Scoping Meeting**

ADOT held an agency scoping meeting on May 22, 2014 at the ADOT Urban Project Management Large Conference Room, 1611 W. Jackson Street, Phoenix, Arizona 85007. The purpose of this meeting was to provide agency representatives with preliminary study information and to receive input regarding any issues that they feel should be evaluated. Individuals representing the following agencies attended this meeting:

- ADOT
- FHWA
- Maricopa Association of Governments
- Central Arizona Project
- City of Mesa
- Arizona State Land Department

- Maricopa County Department of Transportation

The agency scoping meeting began at 1:00 p.m. and included an overview of the project followed by a discussion session. The overview included study purpose and objectives, engineering and environmental elements, study schedule and process, as well as an overview of the existing study area.

During the discussion session, agency representatives were able to comment on the study and the information presented. In addition, contact information was provided for agency representatives to continue providing input.

## 2.3 Agency Comments

Following the presentation, each agency representative was asked for input on the study during the discussion session. The comments and responses are documented below in Table 1.

During the discussion session, agency representatives were able to comment on the study and the information presented. In addition, contact information was provided for agency representatives to continue providing input.

Agency	Comment
<b>Central Arizona Project</b>	<ul style="list-style-type: none"> <li>• Previously met with ADOT/AECOM and identified some early concerns, including O&amp;M and future trail access</li> <li>• On-going coordination to address access concerns</li> </ul>
<b>City of Mesa</b>	<ul style="list-style-type: none"> <li>• Meridian TI – may request dual-lefts and/or bike lanes</li> <li>• Project should consider walls at Signal Butte Road TI and Crismon Road TI for additional lanes</li> <li>• Hoping not to see increased freeway lighting</li> <li>• Wants to maintain as much traffic access as possible during construction</li> </ul>
<b>Arizona State Land Department</b>	<ul style="list-style-type: none"> <li>• Asked about half-interchange improvements. AECOM indicated that final plans have been submitted and suggested that State Lands coordinate with final designer for that project.</li> <li>• Drainage concerns; want to ensure R/W needs are adequate to address this. They would like to be copied on drainage reports</li> <li>• Would like to ensure access to their parcels</li> <li>• Would like to see future socio-economic data so that they can</li> </ul>

coordinate with information held by State Land's own planning group.

- Ensure existing/future utility coordination for State Land parcels
- Meridian Road alignment concepts need to allow for developable remnant parcels
- State Land R/W group needs to be involved in the design process for R/W (they require 12-15 months in the schedule)

**Maricopa Association of Governments**

- Concerned that project limits include unfunded segments that are not part of the regional plan.
- Asked why design & construction were so far apart in the schedule and what impact that may have on the environmental clearance.

**Maricopa County Department of Transportation**

- Two MCDOT projects are underway along Meridian Road
  - Meridian - Empire to Ocotillo (TT275)
  - Riggs Road – Ellsworth to Meridian (TT251)
- Previous planning study by MCDOT done along Meridian Road
- Numerous on-going or planned developments to the south

### 3.0 Public Scoping

The scoping strategy included four main goals: engage stakeholders to help ensure the DEA incorporates agency and public input, provide clear and accurate information, and provide multiple, convenient ways for interested parties to provide input on the project.

#### 3.1 Elected Official and Key Stakeholder Briefings

Opportunities for local, state, and federal officials to be briefed on the study were provided by representatives of ADOT's Communications Division. The purpose of these briefings was to provide an understanding of the study and provide an overview of the public input and comment opportunities. Briefings were provided for the following individuals/groups:

- State Land Department
- Central Arizona Project
- Cities of Mesa and Apache Junction

## 4.0 Public Scoping Meeting

The public scoping meeting for the US 60 (Superstition Freeway), Crismon Road to Ironwood Drive study was held on Thursday, May 29, 2014, at Mountain Vista Medical Center, 1301 S. Crismon Road, Classroom 3/4, Mesa, AZ 85209, from 5:30 p.m. to 7:00 p.m. The main purpose of the meeting was to:

- Present the study
- Obtain comments on the study
- Provide information on the NEPA process

### 4.1 Public Hearing Notification

#### 4.1.1 Mailer

Prior to the public meeting, a mailer (Appendix C) providing notification of the upcoming scoping meeting was distributed to approximately 16,000 residents and businesses, those within the study area, as well as individuals on the study stakeholder mailing list. Information regarding the public meeting location and the various methods to provide comments were also included.

#### 4.1.2 Media Release

ADOT issued a media release (Appendix D) about the public scoping meeting on May 20, 2014 to more than 80 news organizations and individual reporters in Maricopa and Pinal counties. In addition, the release was sent to more than 4,000 subscribers on ADOT's project-news distribution list and posted on ADOT's website.

#### 4.1.3 Newspaper Display Notices

Print advertising was used to provide information about the public scoping meeting and public comment period, as required by NEPA. The table below provides a list of publications used for advertising, run dates, and topic of the advertisement. Copies of the advertisements are included in Appendix E.

Publication	Run Date	Topic
Arizona Republic	April 30 and May 7, 2014	Public Hearing
East Valley Tribune	May 15 and May 25, 2014	Public Hearing

#### 4.1.4 Fliers

Fliers (Appendix F) were used to provide information about the public scoping meeting and public comment period, as required by NEPA. Fliers were distributed to the following:

- All businesses between Crismon Rd. and Ironwood Dr. within ¼ mile of the US 60



- City of Apache Junction
- City of Mesa

## 4.2 Event Organization

The public scoping meeting was organized into two areas: a presentation room, and an open house room to view study maps, schedule, and talk with study staff. These areas were set up in two adjacent rooms, with a common hallway for easy access between the rooms.

In the main hallway, participants were greeted by study team members and provided an overview of the meeting format, along with a *Study Fact Sheet* (Appendix G) and comment form (Appendix H).

## 4.3 Open House Room

In the Open House Room, study information, maps, resources, and staff were set up in an open house style. Numerous staff were available to answer questions, roll plots and display boards were available for review, comment forms were provided at tables for written comments, and Title VI information was on display.

In addition to information boards that provided general information (welcome, etc.) the following subject were displayed in the Open House room (Appendix I):

- Study Considerations
- Environmental Considerations
- Study Purpose
- Study Schedule
- How to Provide Input
- Study Area

## 4.4 Presentation Room

In this room, participants heard a formal presentation (Appendix J) at 5:45 p.m. Following the presentation, question cards were available for a Q&A.

## 5.0 Website Updates

As an active component of the public outreach approach, the study website was updated prior to and after the public scoping meeting with the following information:

- Study information
- Study Fact Sheet
- All public meeting materials including the flier, presentation, display boards and roll plots
- Public meeting information including date, time, and location

## 6.0 Public Comment Opportunities

### 6.1 Comment Forms

Comment forms were available at the public meeting. Participants could complete the form at the meeting and place them in a comment box. Participants also had the option of taking the form home and returning it by mail or fax at a later date. An online comment form was developed for the public to utilize on the study website ([azdot.gov/Crismon](http://azdot.gov/Crismon)).

### 6.2 Written Comments

In addition to comment forms, comments could also be submitted via other written documents. As shown in the table in *Section 7. Results*, written comments consisted of form letters and individual letters.

### 6.3 Email Comments

The email account ([projects@azdot.gov](mailto:projects@azdot.gov)) was utilized for electronic comments.

## 7.0 Results

### 7.1 Quantified Summary of Participation

For each outreach technique, the number of participants was tracked using sign-in-sheets, visual counts, tallies, and computer reports. Table 2 shows the number of participants in the 30-day comment period, organized by participation method. It should be noted that the cumulative total does not represent “unique” participants; a single person could be counted in multiple categories. For example, some individuals attended the public meeting and provided written comments. The log of all comments received is available in Appendix K.

Table 2: Outreach Participants	
Participation method	Participation Numbers
ADOT Email	22
Web Comments	16
Telephone Comments	3
Written Comments	8
Public Meeting Attendance	97
Total Participation	146

## 8.0 Title VI - Civil Rights

Title VI of the Civil Rights Act of 1964 and related statutes assure that all individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, national origin, sex, age and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. Outreach efforts were designed and implemented to ensure that these protected populations were provided the opportunity to participate in the public scoping meeting. The Title VI summary is available in Appendix L.

ADOT's goal is to prevent discrimination through the impact of its programs, policies and activities. In accordance with ADOT's Title VI Policy, the following tasks were undertaken at the public hearing:

- Title VI brochures were available (in both English and Spanish) to attendees
- A Title VI Public Notice was displayed
- Statistical data of meeting attendees was collected via a voluntary Title VI Self Identification Survey card
- Offered Americans with Disability Act accommodations at the public hearing

## Appendix A: Public Hearing Public Involvement Plan

### US 60: CRISMON ROAD TO IRONWOOD DRIVE ENVIRONMENTAL ASSESSMENT (EA) PUBLIC INVOLVEMENT PLAN

March 2014

US 60: Crismon Road to Ironwood Drive Environmental Assessment Public Involvement Plan  
Federal-aid Project No.  
ADOT Project No. H8665 01L

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#### 1 INTRODUCTION

The purpose of the US 60, Superstition Freeway, Crismon Road to Ironwood Drive study is to prepare a Design Concept Report (DCR) and environmental document to evaluate options and select a preferred alternative that meets the goals of the Regional Transportation Plan Freeway Program (RTPFP), satisfies the requirements of the National Environmental Policy Act (NEPA), and obtains public support. The project will provide for the addition of one high-occupancy vehicle (HOV) lane and one general-purpose lane in each direction of travel along US 60 within the study limits. An Environmental Assessment (EA) is the anticipated level of environmental documentation.

The RTPFP includes funding for additional HOV and general-purpose lane improvements on US 60 between Crismon Road and Meridian Road, with final design budgeted in Fiscal Year (FY) 2016 and construction in FY 2020. Future freeway improvements between Meridian Road and Ironwood Drive are currently unfunded and would not be eligible for RTPFP funds. However, public comments received on another ADOT project has resulted in the extension of the east study limit to evaluate improvements that may be needed on US 60 west of Ironwood Drive. The Federal Highway Administration (FHWA) has also requested an evaluation of an ultimate full-access traffic interchange (TI) at the intersection of US 60 and Meridian Road.

The public involvement program (PIP) for this EA will satisfy the requirements of the NEPA process and ensure that there is ample opportunity for the public to learn and provide comments on this study. In this document, each element of the PIP, as well as what the project team will be doing to ensure maximum public participation, will be outlined.

#### 2 PUBLIC INVOLVEMENT

Stakeholder participation is the process used to collect, understand, and—when appropriate—incorporate meaningful stakeholder input so that project decisions reflect both technical requirements and public concerns.

The study team's philosophy is that thoughtful, appropriately designed public involvement results in improved decisions because it reflects public concerns and ideas. Success depends as much on quality stakeholder participation as it does on technical design.

We believe that successful public involvement gives the public the information necessary to provide meaningful input on decisions that will affect their lives, and the ability to do so in a reasonable manner. Effectively engaging stakeholders through education, involvement, and a mutual understanding between the project team and stakeholder groups on the roles, responsibilities, and ability to influence decisions will be a significant component to the successful outcome of this planning project.

#### 3 LEVELS OF PUBLIC INVOLVEMENT

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## Appendix A: Public Hearing Public Involvement Plan

This PIP incorporates different levels of activities designed to reach different audiences at their desired level of involvement. Based on the International Association for Public Participation's (IAP2's) involvement spectrum, this PIP has the following goals:

- **Inform** – We will keep the public, agencies and groups informed about the planning process and its goals.
- **Consult** – We will keep the public, agencies, and groups updated, listen to and acknowledge concerns and ideas, and provide feedback on how their input was considered.
- **Involve** – We will work with the public, agencies and groups to ensure their concerns and ideas are considered in developing the plan and provide feedback on how their input was considered.

#### 4 PUBLIC INVOLVEMENT GOALS

Information sharing is at the heart of our public process. In accordance with NEPA Guidelines, the project team commits to being sensitive to the interests and values of stakeholders and to maintaining a positive and receptive attitude when meeting with the public and other vested interests. To ensure effective communication, those who work with stakeholders will be involved in actual study activities. Goals of the public outreach program include:

- **Conduct a robust public process** - The study team is committed to ensuring that members of the public have opportunities to provide input on actions that could affect them throughout the entire study process
- **Improve ADOT/Community Communications and Build Trust** - ADOT strives to continue improving its relationship with the community and will conduct a robust public involvement process for this study. This PIP is designed to foster productive conversations and strengthen the foundation for this future project.
- **Provide feedback** - The study team is committed to a transparent and active public involvement program. Public comments will be considered, and whenever possible, responded to in a timely fashion. As a portion of its comprehensive PIP, the study team is committed to communicating to study process participants how their input was considered.
- **Providing multiple means through which the public can learn about and participate in the study.**

ADOT understands the importance of public involvement in all phases of project development. This PIP has been designed to provide a transparent process that allows opportunities for stakeholders to be actively engaged while simultaneously considering ADOT's resources and responsibilities. ADOT believes that members of the public should have an opportunity to comment on decisions about actions that could affect their lives. Moreover, ADOT appreciates that public participation improves the decision-making process by recognizing and communicating the needs and interests of all participants.

Over the course of the study, the PIP will encourage information-sharing and collaboration among ADOT, resource agencies, elected and appointed public officials, residents, travelers, and the general public.

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Collectively, these various groups form the stakeholders who have an interest in the outcome of the study. An effective public involvement program should provide these stakeholders with an early opportunity to comment, before major decisions are made; provide adequate notice of opportunities for their involvement; and should provide for regular forums throughout the study.

#### 5 PUBLIC INVOLVEMENT TOOLS

The following tools will be used to target specific levels of involvement in the study process.

##### ADVERTISEMENTS

A variety of advertising methods will promote stakeholder participation for meetings, open houses, and other events throughout the study. Though traditional paid media will be a key element of the public involvement advertising strategy, the team will also use methods such as online programs, social media, existing print, visual advertising, and working through existing communication channels to ensure maximum reach. An advertising schedule will be developed and incorporated into the PIP.

##### COMMENT DATABASE

A comment database will be used to track comments and responses, and to develop two Comment-Response Reports.

##### COMMENT RESPONSE SUMMARY

Responses to comments will be tracked to ensure responsiveness. We anticipate that we will respond to comments received to date at two points in the planning process (exact dates not yet determined). Similar comments will be grouped, but each individual comment will be responded to. The project team's response to a comment, the action required, and the team member responsible for seeing the action item through to completion will all be recorded.

Documentation of outreach activities, including responses to public comments, ensures the public process is comprehensive, fair, and inclusive and allows us to evaluate our effectiveness as the plan moves forward. The Summary will be included in the Final EA as an appendix.

##### ELECTED OFFICIAL AND KEY STAKEHOLDER BRIEFINGS

In conjunction with the project kickoff meeting, individual meetings will be held with local elected officials and key stakeholders. These meetings will allow the study team to talk about the study and allow these individuals or groups to voice their opinions and concerns.

##### EMAIL DISTRIBUTION LIST

The e-mail distribution list will consist of people attending the project meetings, those who have proactively requested to be included on the list, and area community groups. The project team will update the list following each public meeting, and regularly add individuals who request to be included. Groups such as chambers of commerce will be offered the opportunity to forward published project information to

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their list serves upon request. Specific uses include regular study updates, notification of public events, and requesting public comments.

##### EXISTING PLATFORMS

There are a variety of methods to dialogue with the public, such as using clubs, civic groups, other publications, and other projects. Local municipality websites and community calendars are examples as are community councils and chambers of commerce. The study team will use these platforms to make sure the public understands how and where to be engaged to be most effective.

##### KEY MESSAGES

The project team will refine public messages relating to the study as necessary during the process to ensure communication with the public is accurate and timely, and inclusive of study developments.

##### MAILING LIST

Communications will use the United States Post Office's Every Door Direct Program for any mailings. The mailing list can expand and change as the interest builds. Individuals, organizations, and businesses can be added upon request.

##### POWERPOINT PRESENTATION

A PowerPoint presentation providing an overview of the study, project area, project team, project objectives, challenges, and why the public should become involved will be created. This presentation would be used to introduce people to the study. The presentation will be developed for use at public and group meetings, and can also be posted on the project website. It could also be distributed to individuals, community councils, and civic groups in an electronic format. The presentation will be revised to cater to specific audiences, as needed, throughout the process.

##### PRINT MATERIALS

Printed materials will be provided at public events and include a Fact Sheet and FAQs. Concise and consistent print materials published in a cost-effective format will be used at critical milestones.

##### PUBLIC SCOPING MEETING

Early into the study, a public scoping meeting will be held. This meeting will be to understand what the public would like to see addressed and gather input on ideas for public outreach. Input gathered at this meeting will be incorporated into this PIP and provided to the project team.

##### PUBLIC MEETINGS

Meetings may include open houses and other types of public meetings. The goal of the meetings is to provide information and to gather input. Meetings will be advertised in advance to provide sufficient public notice. Acknowledging feedback received through stakeholder assessments, public meetings will be held on varied weeknights to ensure those with alternate work schedules are able to attend. Likewise, start times

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for meetings may vary to maximize participation. This project will also include a public hearing when the Draft EA is ready for public review.

##### SOCIAL MEDIA

Social media sites such as Facebook are becoming a more popular way to share information with broad audiences. Perhaps once considered only for youth, the fastest growing user group for Facebook in the U.S. is the 34- to 54-year old demographic. Digital communication is less expensive than printed material, can be distributed quickly and easily, and allows the audience to view content simply and often interactively. ADOT has a Facebook, Twitter and Blog account that the study team may use to share information.

##### STAKEHOLDER ANALYSIS

ADOT Community Relations will conduct a stakeholder analysis for this study. The purpose of the analysis is to touch base with businesses, residents and others in the area regarding the study and find out who the best point of contact would be in the event we need to provide updates or schedule potential meetings with those near the project area. The Stakeholder Analysis documents any preliminary concerns and what the best method was for the study team to contact them.

##### TELEPHONE COMMENT LINE

A telephone comment line has been created and will be maintained during the life of the project. The telephone line is automated, with callers being able to leave a message with their question or comment. Comment line messages are checked periodically during the day, and a study team member will contact each caller no later than 24 hours on the next business day after the message is received. The telephone comment line number will be published in all public involvement materials. The telephone comment line number is 855.712.8530.

##### WEBSITE

A dedicated website will be used to provide study updates, frequently asked questions, record comments, and distribute documents for review. Specific uses include publishing meeting notices, study updates, and reports. The site will provide methods for users to submit feedback and comments. ADOT Communications will develop and maintain the website according to ADOT guidelines.

#### 6 PROJECT DECISION MAKERS AND STAKEHOLDERS

This section describes the "who" involved in the study. Different stakeholders will have varying levels of interest in the planning process. Some may only want to know that the plan is being developed; others may want a more active role in the document's final direction. The goal of the PIP is to foster a discussion between diverse interests and build the foundation for this future project and community dialogues. Brief summaries of these agency and stakeholders' roles, and how each will be involved in the PIP are given below.

##### AGENCY DECISION MAKERS

##### ARIZONA DEPARTMENT OF TRANSPORTATION

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## Appendix A: Public Hearing Public Involvement Plan

ADOT, which operates the US 60 (Superstition Freeway) is the lead agency for this study. ADOT will ultimately evaluate and select, in coordination with FHWA, which proposed alternative best meets the long-term needs of the region. ADOT will solicit and consider public and stakeholder input throughout the study process. ADOT must abide by FHWA regulations and make decisions within the framework of FHWA's policies and guidance.

**FEDERAL HIGHWAY ADMINISTRATION**  
The FHWA is the federal agency that regulates highways. FHWA will review the study documents. Throughout the process, FHWA will provide guidance on the public involvement program. ADOT's study team will work closely with FHWA's Phoenix District Office and create a Final EA that meets applicable federal guidelines.

### STAKEHOLDERS

A stakeholder is anyone that has an interest in the study or may be affected by the study team's decision-making. Stakeholders are divided into three subgroups: technical, community and the general public.

### PLANNING AND TECHNICAL STAKEHOLDERS

Planning and Technical stakeholders by definition have high level of competency associated with some aspect of highway planning, construction and operations. These stakeholders will review the technical merits of the master plan, and comment on how it affects their interests. Progress meetings will be held with these stakeholders.

### COMMUNITY STAKEHOLDERS

The immediate community includes neighborhoods, businesses and others that are potentially affected by this study and who want to participate and provide feedback on it. This group does not have technical expertise, but still has a stake in the outcome of the study.

### POTENTIAL STAKEHOLDERS

#### General Public

Residents  
Property owners  
Surrounding local businesses and their customers

Traveling public  
Tourists and visitors  
Developers

#### Public Utilities

SRP

#### Local Government

Apache Junction  
Mesa

Maricopa County  
Pinal County

#### State and Federal Agencies

FHWA  
Arizona State Land

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### Other Agencies

Maricopa Association of Governments  
Maricopa County Department of Transportation  
Pinal County Department of Transportation  
Central Arizona Water Conservation District

Flood Control District of Maricopa County  
Valley Metro/RPTA  
Central Arizona Governments

### Non-Governmental Organizations

Apache Junction Chamber of Commerce  
Mesa Chamber of Commerce

### GENERAL PUBLIC

This largest stakeholder group includes any person or organization from any location or background that could potentially be interested in the study process. Providing good information is the first step to encourage public participation for the general public. The process will promote opportunities for individuals or groups to take a more active role in the project. Using media coordination, the study website and other tools, the study team will work to ensure information reaches interested stakeholders.

## 7 PIP IMPLEMENTATION

The schedule below is a roadmap that identifies the proposed public involvement tools for upcoming project phases. Some activities will be conducted continuously throughout every phase and are not individually identified in the schedule. These ongoing tools include:

- Website
- Elected Official Briefings
- Presentations
- Email Database maintenance
- Media Coordination
- Message Development and Refinement
- Advertising

### DRAFT PIP SCHEDULE

Study Initiation (4-6 months)

- Develop PIP
- Public Scoping Meeting
- Stakeholder analysis
- E-mail address established
- Begin mailing list
- Website Launch
- Elected Official Briefings
- Comment-Response Summary

US 60: Crownson Road to Ironwood Drive Environmental Assessment Public Involvement Plan  
Federal and Project No.  
ADOT Project No. H8665 01L

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### Alternatives Development

- E-newsletter
- Alternatives Public Meeting
- E-newsletter
- Comment-Response Summary

### Draft EA

- E-newsletter
- Public Hearing
- Public Involvement Summary

All information will be posted online within 24 hours following the public meetings for those unable to attend. Comment periods will last 30 days.

## 8 COMMENTS AND RESPONSES

The purpose of public involvement is to gather input that will be considered by the decision-makers prior to making a decision. Comments will be accepted via fax, e-mail, comment forms, website, and letters. The team will accept public comments at any point in the planning process. A comment database will be developed to hold all comments, identify issues, and track contact information, comment resolution, and study team responses. Every comment will be read and entered into the comment database by trained study team staff. Comments will be coded to identify primary concerns.

At the beginning of the planning process, comments will be requested, specifically on issues to be studied. At the beginning of the alternatives development period, comments will be requested, specifically on the concept alternatives and screening criteria. Following the alternatives development phase, ADOT will select a preferred alternative, which will be presented at the public hearing.

Two Comment-Response Reports will be produced during the planning process that will report comments received to date and provide responses on how the comments were considered in the planning process. The Final EA, scheduled for summer 2015, will summarize all comments received through the final comment deadline.

## 9 EFFECTIVENESS OF THE PLAN

Evaluation is critical to ensure that public participation goals are met. Throughout the process, the team will track participation efforts and results both qualitatively and quantitatively. If measures of success are not being met, the team will revise the PIP and craft new strategies and tools to reach groups and individuals. The following is a draft list of tools the study team may use to help measure effectiveness.

### SURVEYS

The team will distribute surveys and questionnaires at select meetings, events, and online. The objective will be to determine if participants are getting the information they need to participate, if they feel their participation is meaningful, and more generally if they feel satisfied with the process.

US 60: Crownson Road to Ironwood Drive Environmental Assessment Public Involvement Plan  
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### DEMOGRAPHIC DATA GATHERING

Mailing list sign up enrollment, meeting sign in sheets, and community connection events will request (but not require) the following data: name, address, community, ethnicity, age, gender.

The team will use the data to geographically determine where project participants live, their ethnicity, gender, and age. This will allow the project team to compare the data with general area demographics to identify who we may be missing and where outreach efforts may require evaluation and modification.

### PUBLIC PARTICIPATION RECORD

A detailed table will be kept of public participation activities. This log will chronicle outreach efforts and track meetings, identify team members that were involved, and demonstrate the consistency of public involvement.

### MONITOR THE MEDIA

The public involvement team will monitor news articles, letters to the editor, and other published sources to keep a finger on the pulse of public perception of the project, concerns, and issues. News articles may be copied to the project files and distributed to team members.

Assistant Director sign-off: 

Date: 4/25/2014

Project Manager sign-off: 

Date: 4/23/2014

US 60: Crownson Road to Ironwood Drive Environmental Assessment Public Involvement Plan  
Federal and Project No.  
ADOT Project No. H8665 01L

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## Appendix B: Agency Scoping Letter and List of Agencies Invited



Jarvis K. Brewer, Governor  
John S. Hallenbeck, Director  
Jennifer Terry, State Engineer  
Robert Sumner, Senior Deputy State Engineer, Operations  
Dustin Hammett, Senior Deputy State Engineer, Development

May 8, 2014

Lt. Col. Jamie McGuffin  
Arizona Department of Public Safety  
Highway Patrol Division  
2102 W. Encanto Blvd.  
Phoenix, Arizona 85009

Re: 060 MA 192 H8665 01L  
US 60 Superstition, Crismon Road – Ironwood Drive

Dear Lt. Col. McGuffin:

The Arizona Department of Transportation (ADOT) is planning to widen United States Highway 60 (US 60) between Crismon Road and Ironwood Drive. The project limits will extend from MP 191.9 to 195.9. The project design will encompass the ultimate full traffic interchange (TI) at Meridian Road (MP 194.4) and the realignment of Meridian Road with its ultimate extension south of Baseline Road (Figures 1 and 2). The widening between Crismon Road and Meridian Road is part of the Regional Transportation Plan Freeway Program (RTFPF). The widening of US 60 between Meridian Road and Ironwood Drive, the full TI at Meridian Road, and the extension of Meridian Road are currently not funded or included in ADOT's Transportation Improvement Program. The approximate four-mile project corridor traverses both developed and undeveloped areas within the cities of Mesa and Apache Junction in Maricopa and Pinal Counties. The primary land use of the developed portions of the project area is residential. The proposed project will be conducted in cooperation with the cities of Mesa and Apache Junction along with Maricopa and Pinal Counties.

Development in the east valley of the Phoenix metropolitan area has resulted in increased congestion on US 60 through the project area. There is currently no TI at Meridian Road; however, a half TI, with connections to the west, is in final design and construction will begin in the summer of 2014. Development within the project vicinity is anticipated to increase the need for a full interchange at Meridian Road in the future. Currently US 60 has two general-purpose lanes in each direction of travel. The project would widen US 60 adding one general-purpose lane and one high-occupancy vehicle (HOV) lane in each direction of travel. The general-purpose lanes would be constructed on the outside of the existing travel lanes while the HOV lanes would be constructed within the median. This project would plan the ultimate full interchange at Meridian Road along with the realignment of Meridian Road between US 60 and Baseline Road connecting to the Meridian Road alignment south of Baseline Road. The current alignment of Meridian Road with the half TI will be evaluated as the No-Build Alternative. The No-Build Alternative will provide the baseline comparison for the build alternatives.

ARIZONA DEPARTMENT OF TRANSPORTATION  
206 S. 17th Ave. | Phoenix, AZ 85007 | adot.gov

Lt. Col. McGuffin  
060 MA 192 H8665 01L  
May 8, 2014

The project area is currently located within right-of-way owned by ADOT and right-of-way leased from the Bureau of Reclamation (Reclamation) and the Arizona State Lands Department (ASLD). The widening of US 60 would be within the existing right-of-way. The Meridian Road TI would require the acquisition of new right-of-way. It is anticipated that new right-of-way would be required from land owned or controlled by Reclamation, ASLD, and private property. The need for additional temporary construction easements (TCE) outside of the existing right-of-way has not been determined. Any TCEs, if required, would be fully evaluated prior to construction.

Final design for the widening of US 60 between Crismon Road and Meridian Road is programmed for fiscal year (FY) 2016 with construction beginning in FY 2020. The design and construction of the widening of US 60 between Meridian Road and Ironwood Drive is currently unfunded. The design and construction of the full TI at Meridian Road and the realignment of Meridian Road is currently unfunded.

This letter serves as your invitation to review the proposed project based upon the scope of work outlined above. If you have any specific concerns or suggestions pertaining to this specific proposed project, please let us know. This may include information on future development, general plans, or capital improvement projects that would be affected, to name a few.

An agency scoping meeting is scheduled for 1:00 PM, Thursday, May 22, 2014, at the ADOT Urban Project Management Large Conference Room, 1611 W. Jackson Street, Phoenix, Arizona. You will be contacted with additional information about this meeting in the near future. You may wish to withhold submittal of any comments until after this meeting if you plan to attend.

Please submit your comments or concerns by **June 5, 2014**, to Michelle Harris c/o Douglas L. Smith, AECOM Technical Services, Inc., 2325 E. Camelback Road, Suite 200, Phoenix, Arizona 85016; email to Doug.Smith2@aecom.com; or fax to (602) 337-2620. If you would like more information, please contact Douglas L. Smith at (602) 337-2659. Thank you for your time and assistance.

We appreciate your review of this information and consideration of this project.

Sincerely,

*Michelle Harris*

Michelle Harris  
ADOT Environmental Planning Group

Enclosures: Figure 1 – Arizona State Map  
Figure 2 – Project Location

cc: Douglas L. Smith, AECOM Technical Services, Inc., Phoenix

Page 2

060 MA 192 H8665 01L  
US 60 Superstition, Crismon Road – Ironwood Drive

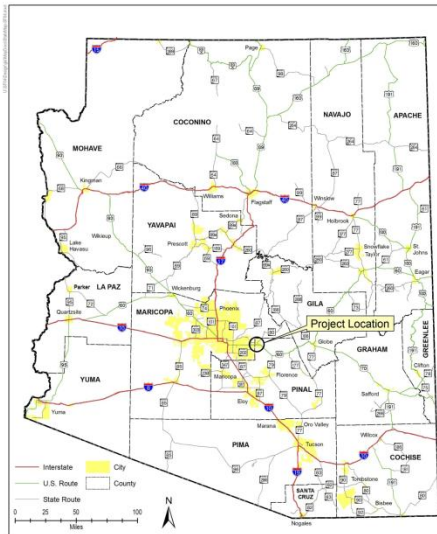


Figure 1. Arizona State Map

060 MA 192 H8665 01L  
US 60 Superstition, Crismon Road – Ironwood Drive

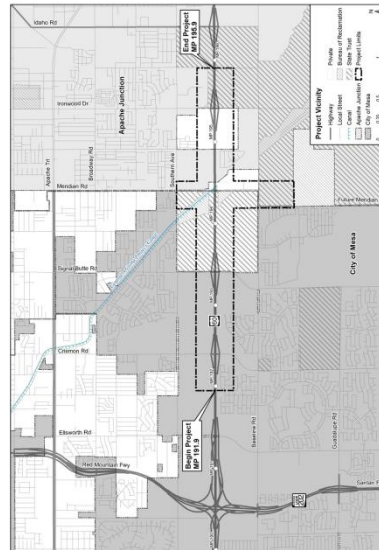


Figure 2. Project Vicinity Map

## **Appendix B: Agencies invited to the Agency Scoping Meeting:**

- Arizona Department of Public Safety
- Maricopa County Sheriff's Office
- Maricopa Association of Governments
- Maricopa County
- City of Mesa
- Mesa Public Schools
- Pinal County
- Central Arizona Governments
- City of Apache Junction
- Town of Queen Creek
- Apache Junction Unified School District
- Arizona State Land Department
- US Bureau of Reclamation
- Central Arizona Project
- Sky Island Alliance



## Appendix C: Mailer



### A New Freeway Study Has Been Initiated On US 60

The Arizona Department of Transportation in coordination with the Federal Highway Administration has initiated an Environmental Assessment to study the potential environmental impacts associated with work along a segment of US 60 in Maricopa and Pinal counties. The study is located on US 60 beginning at Crismon Rd., extending east for approximately three miles, and ending at Ironwood Rd.

**Your input is important!**  
ADOT is seeking public input regarding the need for the project, alternatives that should or should not be considered and environmental resources in the area that may need to be examined in the National Environmental Policy Act process.

**Public Information Meeting**  
Thursday, May 29, 2014 | 5:30 p.m. – 7 p.m.  
(presentation at 5:45 p.m.)  
Mountain Vista Medical Center  
1301 S. Crismon Road, Classroom 3/4  
Mesa, AZ 85209

If you are unable to attend the meeting, you may submit comments through Friday, June 13, 2014 to:

ADOT Community Relations  
1655 W. Jackson St. MD 126F  
Phoenix, AZ 85007  
► Online: [azdot.gov/Crismon](http://azdot.gov/Crismon)  
► Email: [projects@azdot.gov](mailto:projects@azdot.gov)  
► Phone: 855.712.8530



ADOT Project Number: 060 MA 192 H8665 01L  
Map not to scale.  
14-206

Persons that require a reasonable accommodation based on language or disability should contact ADOT at [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.



**FOR MORE INFORMATION:**  
[azdot.gov/Crismon](http://azdot.gov/Crismon)

## Appendix D: News Release

For Immediate Release: May 20, 2014  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov) -or- 1.800.949-8057

### **Meeting on future Superstition Freeway improvements east of Crismon Road to be held Thursday, May 29, in Mesa**

*ADOT conducting environmental assessment for new lanes planned by 2020*

PHOENIX – The Arizona Department of Transportation is seeking public comments about future regional plans for adding new lanes along the Superstition Freeway (US 60) east of Crismon Road in Mesa.

A meeting to provide information and accept comments about ADOT's environmental study on the proposed widening of US 60 between Crismon and Meridian roads approximately five years from now will be held from 5:30 p.m. to 7 p.m. Thursday, May 29, at the Mountain View Medical Center at 1301 S. Crismon Road in Mesa.

The meeting will be held in the medical center's Classroom 3/4 and study team members will give a presentation about the proposed improvements starting at 5:45 p.m.

The Maricopa Association of Governments' Regional Transportation Plan, approved by county voters in 2004, includes funding for adding another regular travel lane and a high-occupancy vehicle lane in each direction along US 60 between Crismon and Meridian roads. Current funding would allow construction, if approved, to begin after July 2019.

As part of the study, ADOT also is examining currently unfunded improvements to US 60 between Meridian Road and Ironwood Drive. The environmental assessment is being conducted in coordination with the Federal Highway Administration, which has requested an evaluation of a potential full-access traffic interchange at US 60 and Meridian Road.

For anyone who is not able to attend the May 29 meeting, comments can be submitted to ADOT through June 13 via mail at ADOT Community Relations, 1655 W. Jackson Street, Mail Drop 126F, Phoenix, AZ 85007 or emailed to [projects@azdot.gov](mailto:projects@azdot.gov). Information is available online at [azdot.gov/Crismon](http://azdot.gov/Crismon). ADOT's project-information line is 855.712.8530.

###

## Appendix E: Newspaper Advertisements

### A New Freeway Study Has Been Initiated On US 60

The Arizona Department of Transportation in coordination with the Federal Highway Administration has initiated an Environmental Assessment to study the potential environmental impacts associated with work along a segment of US 60 in Maricopa and Pinal counties. The study is located on US 60 beginning at Crismon Rd., extending east for approximately three miles, and ending at Ironwood Rd.

**Your input is important!**  
 ADOT is seeking public input regarding the need for the project, alternatives that should or should not be considered and environmental resources in the area that may need to be examined in the National Environmental Policy Act process.

Map not to scale.

**Public Information Meeting**  
**Thursday, May 29, 2014 | 5:30 p.m. – 7 p.m.**  
**(presentation at 5:45 p.m.)**  
**Mountain Vista Medical Center**  
**1301 S. Crismon Road, Classroom 3/4**  
**Mesa, AZ 85209**

If you are unable to attend the meeting, you may submit comments through Friday, June 13, 2014 to:

ADOT Community Relations  
 1655 W. Jackson St. MD 126F  
 Phoenix, AZ 85007  
 Online: [azdot.gov/Crismon](http://azdot.gov/Crismon)  
 Email: [projects@azdot.gov](mailto:projects@azdot.gov)  
 Phone: 855.712.8530

Persons that require a reasonable accommodation based on language or disability should contact ADOT at [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

FOR MORE INFORMATION: [azdot.gov/Crismon](http://azdot.gov/Crismon)

ADOT Project Number: 060 MA 192 H8665 011

### A New Freeway Study Has Been Initiated On US 60

The Arizona Department of Transportation in coordination with the Federal Highway Administration has initiated an Environmental Assessment to study the potential environmental impacts associated with work along a segment of US 60 in Maricopa and Pinal counties. The study is located on US 60 beginning at Crismon Rd., extending east for approximately three miles, and ending at Ironwood Rd.

**Your input is important!**  
 ADOT is seeking public input regarding the need for the project, alternatives that should or should not be considered and environmental resources in the area that may need to be examined in the National Environmental Policy Act process.

Map not to scale.

**Public Information Meeting**  
**Thursday, May 29, 2014 | 5:30 p.m. – 7 p.m.**  
**(presentation at 5:45 p.m.)**  
**Mountain Vista Medical Center**  
**1301 S. Crismon Road, Classroom 3/4**  
**Mesa, AZ 85209**

If you are unable to attend the meeting, you may submit comments through Friday, June 13, 2014 to:

ADOT Community Relations  
 1655 W. Jackson St. MD 126F  
 Phoenix, AZ 85007  
 Online: [azdot.gov/Crismon](http://azdot.gov/Crismon)  
 Email: [projects@azdot.gov](mailto:projects@azdot.gov)  
 Phone: 855.712.8530

Persons that require a reasonable accommodation based on language or disability should contact ADOT at [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

FOR MORE INFORMATION: [azdot.gov/Crismon](http://azdot.gov/Crismon)

ADOT Project Number: 060 MA 192 H8665 011

## Appendix F: Fliers



### A New Freeway Study Has Been Initiated On US 60

The Arizona Department of Transportation in coordination with the Federal Highway Administration has initiated an Environmental Assessment to study the potential environmental impacts associated with work along a segment of US 60 in Maricopa and Pinal counties. The study is located on US 60 beginning at Crismon Rd., extending east for approximately three miles, and ending at Ironwood Rd.

#### Your input is important!

ADOT is seeking public input regarding the need for the project, alternatives that should or should not be considered and environmental resources in the area that may need to be examined in the National Environmental Policy Act process.

#### Public Information Meeting

Thursday, May 29, 2014 | 5:30 p.m. – 7 p.m.

(presentation at 5:45 p.m.)

Mountain Vista Medical Center

1301 S. Crismon Road, Classroom 3/4

Mesa, AZ 85209

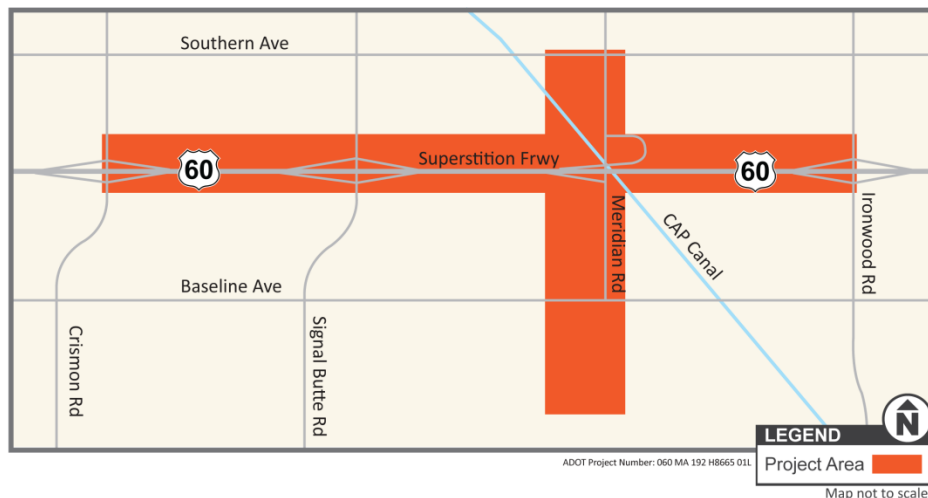
If you are unable to attend the meeting, you may submit comments through Friday, June 13, 2014 to:

ADOT Community Relations  
1655 W. Jackson St. MD 126F  
Phoenix, AZ 85007

Online: [azdot.gov/Crismon](http://azdot.gov/Crismon)

Email: [projects@azdot.gov](mailto:projects@azdot.gov)

Phone: 855.712.8530



Persons that require a reasonable accommodation based on language or disability should contact ADOT at [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.



FOR MORE INFORMATION:  
[azdot.gov/Crismon](http://azdot.gov/Crismon)

## Appendix G: Fact Sheet



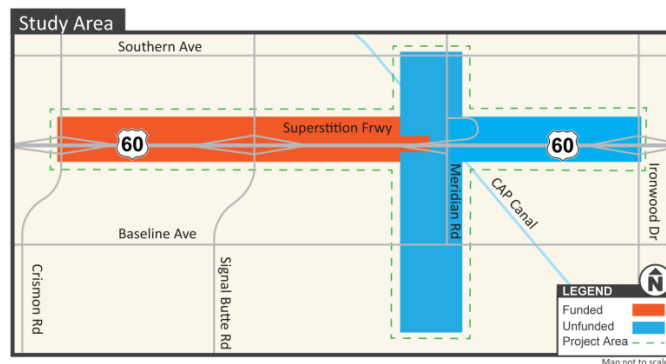
### US 60, Crismon Road to Ironwood Drive Study

STUDY WILL LOOK AT FREEWAY WIDENING AND MERIDIAN TRAFFIC INTERCHANGE

The Arizona Department of Transportation in coordination with the Federal Highway Administration has initiated an Environmental Assessment to study the potential environmental impacts associated with work along a segment of US 60 in Maricopa and Pinal counties. The study is located on US 60 beginning at Crismon Rd., extending east for approximately three miles, and ending at Ironwood Dr.

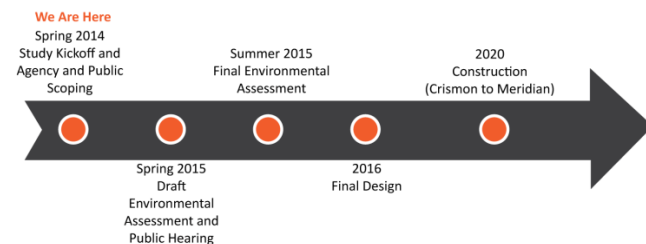
#### The study will look at the following:

- ▶ Adding freeway lanes
- ▶ Using rubberized asphalt
- ▶ Improvements to the Meridian Rd. traffic interchange



#### Study Timeline

Schedule is subject to change



#### Your Input Is Important!

Comments must be received by June 13, 2014 to be included in the public record. Submit comments online at [azdot.gov/crimson](http://azdot.gov/crimson), by email to [projects@azdot.gov](mailto:projects@azdot.gov) or mail to ADOT, 1655 W. Jackson Rd., MD126F, Phoenix, AZ 85007.

#### Other Projects In The Corridor

The US 60/Meridian Road Interim Traffic Interchange project will construct a new “west half” interchange with an eastbound exit ramp and a westbound entrance loop ramp. Auxiliary lanes will also be added between Signal Butte and Meridian roads. Construction will begin on this project in fall 2014 and will be complete by the end of 2015.

If you would like to be added to the study e-news distribution list, sign up online at [azdot.gov](http://azdot.gov) or send an email to [projects@azdot.gov](mailto:projects@azdot.gov).

ADOT Project Number: 060 MA 192 H8665 01L



FOR MORE INFORMATION:  
[azdot.gov/Crimson](http://azdot.gov/Crimson)

## Appendix H: Comment Form

[illegible]

## Appendix I: Display Boards

# WELCOME

FOR MORE INFORMATION: [azdot.gov/73ind](http://azdot.gov/73ind)

## Study Area Map

FOR MORE INFORMATION: [azdot.gov/73ind](http://azdot.gov/73ind)

## Study Purpose

Prepare engineering and environmental studies to:

- Evaluate options for freeway widening and a future full-access interchange at Meridian Road
- Select a Preferred Alternative to allow right-of-way preservation
- Meet the goals of the Regional Transportation Plan
- Satisfy requirements of NEPA
- Obtain public and agency support

FOR MORE INFORMATION: [azdot.gov/73ind](http://azdot.gov/73ind)

## Your Input is Important!

How to provide your comments

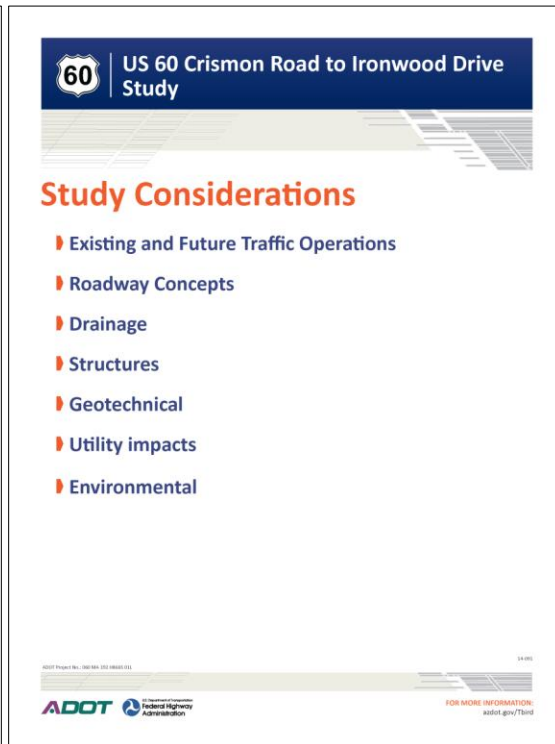
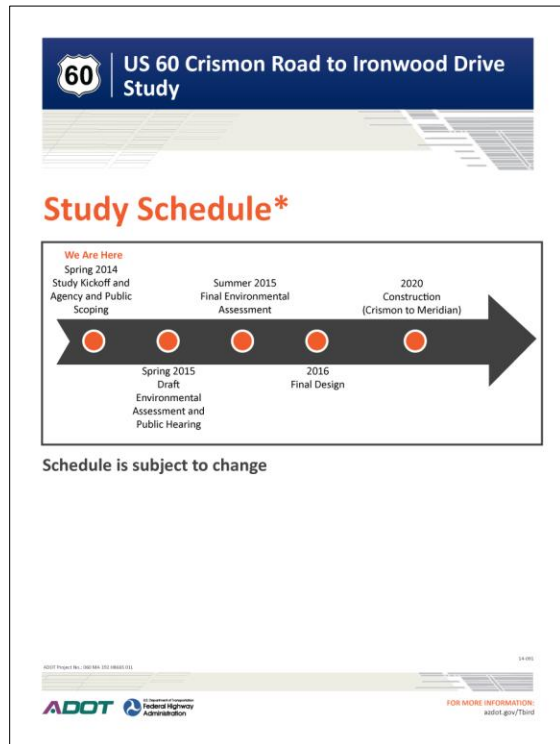
- Mail: ADOT, 1655 W. Jackson St., MD126F  
Phoenix, AZ 85007
- Email: [projects@azdot.gov](mailto:projects@azdot.gov)
- Phone: 855.712.8530
- Online: [azdot.gov/Crismon](http://azdot.gov/Crismon)

Comment deadline is June 13, 2014

FOR MORE INFORMATION: [azdot.gov/73ind](http://azdot.gov/73ind)



## Appendix I: Display Boards





## Appendix J: Presentation

**US 60 (Superstition Freeway),  
Crismon to Ironwood Study**

**Public Meeting**  
May 29, 2014

**ADOT** A Department of Transportation  
Federal Highway  
Administration

ADOT Project No. 060 MA 192 H8665 01L 14-209

### Welcome and Agenda

- ▶ Introductions
- ▶ How we build a highway
- ▶ What is an Environmental Assessment (EA)
- ▶ Study Area
- ▶ Study Purpose and Considerations
- ▶ Timeline and Funding
- ▶ Other Projects in the Corridor
- ▶ Q&A

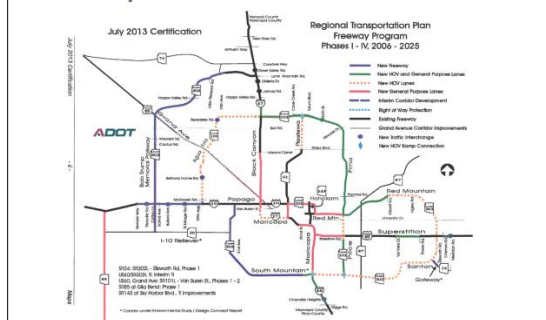
### How we build a highway

- ▶ Planning/Programming
- ▶ Development (Scoping)
- ▶ Design
- ▶ Construction
- ▶ Operation & Maintenance

### What is the Regional Transportation Plan?

- ▶ A partnership between ADOT, Maricopa Association of Governments, local governments, Valley Metro and Metro Light Rail to:
  - Manage regional transportation plans and programs
  - Develop Project Priorities and coordinate project implementation
  - Facilitates regional collaboration
- ▶ More information at [azmag.gov](http://azmag.gov)

### RTP Map 2006 - 2025



### What is an Environmental Assessment (EA)?

- ▶ A document that is prepared to comply with the National Environmental Policy Act, or NEPA, which includes:
  - discussion of the need for and purpose of the project
  - the alternatives evaluated
  - the environmental impacts of the project alternatives
  - coordination with agencies and the public

## Appendix J: Presentation

### Environmental Considerations

- ▶ Air Quality
- ▶ Cultural Resources
- ▶ Environmental Justice
- ▶ Hazardous Materials
- ▶ Historic Properties
- ▶ Land Use/Local Planning
- ▶ Noise
- ▶ Pedestrians and Bicycles
- ▶ Property Impacts
- ▶ Utility Impacts
- ▶ Socioeconomics
- ▶ Transportation
- ▶ Visual Conditions
- ▶ Floodplains/Drainage
- ▶ Geology
- ▶ Vegetation
- ▶ Water Quality/Resources

### Study Area

- ▶ Located on the Superstition Freeway beginning at Crismon Rd. and extending east three miles to Ironwood Dr.



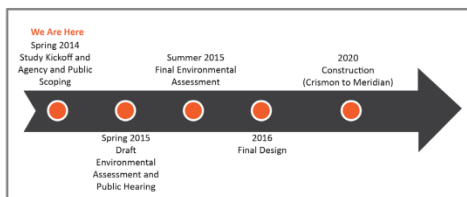
### Study Purpose

- ▶ Prepare engineering and environmental studies to:
  - Evaluate options for freeway widening and a future full-access interchange at Meridian Road
  - Select a Preferred Alternative to allow right-of-way preservation
  - Meet the goals of the Regional Transportation Plan
  - Satisfy requirements of NEPA
  - Obtain public and agency support

### Study Considerations

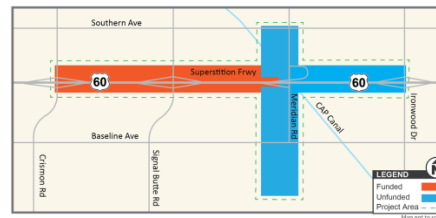
- ▶ Existing and Future Traffic Operations
- ▶ Roadway Concepts
- ▶ Drainage
- ▶ Structures
- ▶ Geotechnical
- ▶ Utility impacts
- ▶ Environmental
- ▶ Right of Way

### Current Study Schedule



Schedule is subject to change

### Funding



#### Funded Projects

- Half Interchange at Meridian Rd.
- Freeway widening from Crismon Rd. to Meridian Rd.

## Appendix J: Presentation



### Your Input is Important!

**Provide your comments tonight**

- Drop your comment form off at the welcome table

**Comment deadline is June 13, 2014**

- Mail: ADOT, 1655 W. Jackson St., MD126F  
Phoenix, AZ 85007
- Email: [projects@azdot.gov](mailto:projects@azdot.gov)
- Phone: 855.712.8530
- Online: [azdot.gov/Crismon](http://azdot.gov/Crismon)

## Appendix K: Comment Log

#	Name	Type	Comment
1	Joyce Schenck	Written	I feel it's very important that the freeway is widened to Ironwood. I understand it is a different county, but it's very dangerous. I have come close to being hit twice between Signal Butte and Ironwood because the traffic came to a dead stop from 65 miles per hour. If not a full lane, at least put in a right turn lane before Ironwood so it doesn't back up.
2	Andy Hartle	Written	I am not sure why you are bothering to put an interchange at Meridian Road. It goes nowhere to the south and is a lousy two-lane road to the north. There are exits at Signal Butte and Ironwood that would seem to suffice.
3	John Maher	Written	It's about time!! We need an exit for Meridian Rd. from the freeway. I use Meridian Road almost daily, and I'm forced to exit on Signal Butte or Ironwood Road – that's ridiculous considering the traffic and the roundabout routes we are forced to take.
4	Janine Solley	Written	I like the widening plan. I wish the planning and study area would extend past Ironwood to Goldfield since it is the end of the freeway. At least make it part of a longer-term plan.
5		Written	All things are in good hands. I would like to see the highway that will bypass Gold Canyon get more attention.
6	Howard Hartman	Phone	He expressed concerns that access to US 60 eastbound has been removed. He said ADOT once explained that the intersection is too close to the Loop 202/US 60 TI, so those ramps cannot be readded. He would like ADOT to reconsider restoring access at US 60 and Sossoman, claiming there are other freeway interchanges with full access, even when located near a major TI. He doesn't feel the interim TI at Meridian will help with congestion related to people going to/from Costco. He also expressed concerns with the traffic-light timing on Sossoman.
7	Dennis Austin	Email	I am writing in regards to your study beginning at Crismon Road to Ironwood Road.

			<p>I am in Favor of an added HOV Lane and Very in Favor of an entrance - exit at Meridian Road. I live in the area and see the added access to 60 needed. I think it will help alleviate congestion from Ironwood Road due to the Queen Creek Morning and afternoon congestion. Also, the Signal Butte area is congested due to the Superstition Gateway Mall area. Thus it would make faster access to 60 for people living in that area.</p> <p>I would also be in Favor of an East bound entrance and exit also. Although any upgrade in this area would be greatly appreciated.</p> <p>Thank you for hearing my opinion on this subject</p>
8	Marsha Bonne	Email	<p>Yes, I'm all for the change. This should have been done years ago when you were working on U.S. 60 in this area, but you didn't. It would have saved you money by doing it then. The sooner you can get started on this project the better I would like it. If you do it, will you start this project when the winter visitors get it, for it will tie up the traffic worse than what is it already. I hope not.</p>
9	Russ Young	Email	<p>This portion of the US60 is in great need to additional lanes in both directions. I've experienced backups during busy times as long as 2 miles. Additionally, the eastbound exit ramp to Ironwood Rd. backs up onto the 60, frequently with sudden stops. This need to be two lanes for the length of the ramp, not just splitting at the end.</p>
10	Dave Fredrickson	Phone	<p>Add a 4th lane from Crismon to Signal Butte going east on US 60, due to traffic congestion associated with Walmart and Swap Meet. All for Merdian interchange at US 60. Concerns with traffic signal timing.</p>
11	Jan Long	Phone	<p>She expressed concerns about right of way in the area. She lives in an RV park nearby and she doesn't feel there is right of way currently preserved by ADOT for adding additional lanes. She is concerned her home and other homes will be acquired by ADOT. She also expressed concerns that snowbirds will not have an opportunity to comment because they are not here during the public process.</p>
12	Judy Johnson	Written	<p>This Written is citizen input regarding the proposed 1-60 Highway project between Crismon Rd. and Ironwood Rd. It is sad that you are seeking public input at this inappropriate time. Thousands of "Snowbirds" who OWN PROPERTY along both sides of 1-60 in this</p>

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area have gone for the summer months to cooler places. They are not present to give input or go to meetings. Shame on you!

My input:

1. There is absolutely no need for adding exits on Meridian Rd. Both sides of Meridian have open land and only one major business. If ADOT feels that this might bring in businesses please note there hundreds of good buildings empty and for sale in Mesa.
2. 1-60 is an extremely busy highway going both directions. How many drivers during any day exit on Signal Butte and Ironwood? Not enough to add another exit.
3. Thousands of drivers use 1-60 to commute from Florence and beyond, from Apache Junction, Gold Canyon, and East Valley Mesa. Construction on 1-60 will jam up traffic for miles every single day causing accidents and creating "road rage".
4. As far as environment impact it will affect thousands of people living in retirement communities in the East Valley between Signal Butte and Ironwood. The EPA will do absolutely nothing to stop the project. They will just tell you that there will be "minimal if any impact". We do not need any more traffic noise or any more emissions floating over our wonderful retirement communities.
5. We, the taxpaying citizens, are totally angry with the Obama Administration WASTING away our tax dollars and then asking for more and more. The Federal Highway Commission is trying to help Obama "create Jobs" but how long will these jobs last? (Two years to build a highway project?) And will this be Federal Contractors or AZ contractors? The Feds gave the contract to mine the richest Copper mine near Florence to a Canadian Co. when there were great mining companies in Globe and Superior.
6. Alternative---don't accept the waste of taxpayer dollars. Leave 1-60 as is.

13 Jill Moritz Email

I will be out of town on 6/13 when the meeting will be held regarding the road work planned on U.S. 60 between Apache Junction (Ironwood Dr.) and Mesa (Crismon). I live in Gold Canyon and go through this section of U.S. 60 on a regular basis. I have found that the Eastbound off-ramp for Ironwood is backed up considerably and causes a slow-down to stoppage quite often.

			<p>Ironwood southbound had major work done a few years ago, but it didn't seem to help the U.S. 60 backup. I have not witnessed a problem with the Westbound lanes at any time.</p> <p>An interchange at Meridian might alleviate some of this traffic for Signal Butte and Ironwood. However, since Meridian is currently a secondary road, it would require improvements north and south of U.S. 60 for an interchange to be practical. I believe Meridian separates the border of Apache Junction and Mesa. How would improvements on Meridian north and south be funded?</p> <p>Hope the meeting is informative and productive.</p>
14	Dennis and JoAnn Rook	Email	<p>I recommend the following:</p> <p>Crismon to Ironwood should be at least three lanes both directions. Don't change existing carpool lanes. Start/stop positions ok as is.</p> <p>Eastbound exits at Signal Butte and Ironwood should be two lanes. Far right lane at Signal Butte should be exit only and both exit lanes at Ironwood should be exit only (with the left two freeway lanes continuing east at that point). Existing westbound exits at Ironwood, Signal Butte, and Crismon ok as is.</p> <p>Skip the limited and probably very expensive exits at Meridian. I wouldn't use them. Nothing there that I can't access from another exit. Besides, Pinal Co and Maricopa Co would just fight over the maintenance costs anyway.</p> <p>We use this freeway every day during commute times. Eastbound in the pm between Crismon and Ironwood is dangerous and very scary. We stay in the left lane and pray!</p>
15	Carolyn Guerra	Email	<p>I am unable to attend the Thursday, May 29, meeting discussing the expansion of US 60 from Crismon to Ironwood, but I would like to add my comment. This is a much needed expansion in the east valley. I am sure that the number of accidents just in this 1 – 2 mile stretch of road proves the need for improvement, not to mention the weekend traffic build up during the Renaissance Fair.</p> <p>Thank you for your consideration to this request.</p>
16	Larry H.	Written	<p>This Written is citizen input regarding the proposed US 60 Highway project between Crismon Rd. and Ironwood Dr. I believe it would</p>

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Johnson

have been more appropriate for you to have solicited input when thousands of "snowbirds" who own real estate on either side of US 60 were here to attend the community meeting you've scheduled. In any case, here's my input:

1. I agree with the purpose of the project as stated. To add one high-occupancy vehicle (HOV) lane and one general-purpose lane in each direction of travel along US 60 within the study limits. In this area traffic is already on US 60 using existing interchanges at Crismon and those to its west and east; also at Ironwood and those to its east and west. Once the traffic is on US 60 it makes sense to move it along as expeditiously as possible. As your communication states, the project is partially funded at this time for construction between Crismon and Meridian, and the "hope" is further funding will be found to complete the widening on both sides to Ironwood.
  2. As far as an "interim interchange" is concerned at US 60 and Meridian, my view is it's not needed at this time from the traffic that I've observed on Meridian. I think interchanges at Signal Butte and Ironwood are adequate to serve the Meridian corridor for quite some time into the future. I'm assuming that your view is "if we build it, they will come". I think far too many government projects are funded with this mentality and that's the primary reason we taxpayers are burdened with the tax load we currently experience.
  3. Your communication further states that the Federal Highway Administration has requested an evaluation of ultimate full-access traffic interchange at the intersection of US 60 and Meridian Road. My wife and I have owned a residence in Mesa since 2004, and have been full-time residents since 2010. In our travels around Mesa, Apache Junction and other areas in the east valley, a vast amount of vacant store fronts in mini and large shopping centers is evident virtually anywhere one cares to drive. Rather than developing the Meridian corridor and being concerned about a full-access interchange at US 60 and Meridian I suggest this as your goal. I feel your time and that of other concerned local officials would be better spent coming up with a comprehensive plan to re-invigorate the entrepreneurial spirit and provide for developmental incentives
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to repopulate all this vacant real estate we see throughout the area. Let's try to get away from the practice of letting developers build wherever they can find a good deal on real estate, and then the municipalities have to build roads to accommodate them and we taxpayers have to shell out a ton more in taxes to finance the whole process. We need a break!

**17** Mary and Jim Poteat Email

I live on Meridian Road and would very much like to see an off ramp off oh Hwy. 60 onto Meridian. Now we have to get off at Signal Butte or Ironwood and proceed to southern in order to get to our house.

Please consider this in your proposal.

**18** Gary and Jeanette Restrom Email

We do not want to have on and off ramps off highway 60 onto Meridian Road.

Meridian Road cannot take care of the traffic it already has. Meridian Road is in terrible condition. Meridian Road is the dividing line between Apache Junction and Mesa and is also the dividing line between two counties and because of that it seems like no one is in charge of making Meridian Road safe and drivable. There are holes and cracks so big that the road is dangerous. It is only a two lane road and cannot handle more traffic. Also, to the south Meridian only goes to baseline, so what would be the advantage of all the expense? Please count us as No for the proposal.

**19** Don and Judy Benoit Email

My wife and I live in Meridian Manor a gated 55yrs and older community located on the corner of Southern and Meridian Road.

We both feel that this Interchange would only benefit the local area. Super Target and other Stores showed interest in building on the corner of Southern and Signal Butte. Perhaps this would spark further interest on their part.

Las Palmas showed interest in building a community on the corner of Southern and Meridian. Perhaps this would spark further interest on their part as well. It is my understanding they own the land.

The US 60 access on Signal Butte cannot handle the traffic. The amount of people going to the shopping centers there, as well as going to the Swap Meet overwhelms this intersection of traffic.

			<p>Often times local police officers are dispatched to this intersection to direct traffic overriding the traffic signs.</p> <p>In the past there has been rejection to growth to this area by local ranchers who are in fear of losing their ranches. I believe they may offer the only objections to this upgrade in our roads.</p> <p>Improvements will come, even with objections from the few who will discourage it. The reality is, we must all do, and accept what is best for the majority. You have the support of my wife and I on this project.</p> <p>We wish you the best with this endeavor.</p>
20	Robert Raymond	Email	<p>GREAT!</p> <p>I think the most needed project would be to add a third lane both East and West between Signal Butte and Ironwood and possibly on to Idaho which would ease the access to Arizona route 88. My wife and I live in Gold Canyon and anytime we have to go into Mesa, it can get a bit scary with the heavy traffic on 60 West of Ironwood until past Crismon.</p> <p>I am not so sure about an interchange with Meridian Road, but it might simplify access to Route 60 for people on both sides of 60.</p> <p>You can add my "yes" vote to each project.</p>
21	Amy L. Allanson	Email	<p>I am a citizen of Pinal County and I am offering my suggestions for the projected work at Chrisman and US60 are as follows</p> <ol style="list-style-type: none"> <li>1. Widen US 60 from Crismon Rd to at least Idaho or as far east as possible by adding 2 general-purpose lanes and NOT an SOV lane. HOV lanes are underutilized on most freeways for the average commuter since we have a majority of cars with driver only.</li> <li>2. Eliminate the plan for an interchange at Meridian Rd since the present road only goes to Baseline Rd and then one would need to drive on Baseline to get to Ironwood to go south to the San Tan Valley. This would only bottleneck at Ironwood and Baseline. I'm not sure that widening the overpass to 2 lanes in each direction is even a valid suggestion.</li> <li>3. If an HOV lane were used as a general-purpose lane, it would be advisable to continue with an additional lane beyond any destination presently mentioned since it would shrink from a 4 lane</li> </ol>

			<p>to a two lane and again we would have a bottleneck as happened when US 60 first opened with lanes reduced suddenly from several (I think it was at Gilbert Rd) to only 2. Accidents happened until more lanes were added to keep the traffic flowing smoothly.</p> <p>Thank you for considering my suggestions.</p>
22	Carolyn Guerra	Email	<p>When this study is completed and if it is determined to move forward, what is the time frame (what year and how long)?</p>
23	Jenner & Darling Aderinto	Email	<p>This particular stretch of the high does not affect my daily commute.</p>
24	Nancy Nichols	Email	<p>I am very much in favor of additional lanes between Crismon and Ironwood on the US60. Monday-Friday afternoon traffic is slowed significantly, and I have personally witnessed many near accidents as people try to get out of the right hand lane because traffic is at a standstill before the Ironwood exit. Additionally, traffic during the Renaissance Festival in February and March makes it nearly impossible for local residents to go about their normal business if it involves using the US60. I realize the Crismon to Ironwood addition of lanes would not solve the Renaissance Festival traffic problems, but I do believe it would help at least a little.</p> <p>I am also very much in favor of the rubberized asphalt as it definitely makes the road much quieter.</p>
25	Not provided	Email	<p>I agree with the proposed project. It would aloe better traffic flow between signal butte and Ironwood and allow for an exit at Meridian to alleviate traffic stoppage.</p>
26	Dennis and Fay Austi	Email	<p>In regards to Improvements to us 60 from Crismon to Ironwood DR.</p> <p>There is need for over coating the area.</p> <p>Also, I don't think there will be an environmental problem with adding freeway exits and entrances on Meridian Rd. as the impact wouldn't be any greater than the other freeway access's in the immediate area.</p> <p>I would like to see an entrance and exit to US 60 in both directions, but any improvement would be welcomed by my friends and I in the area.</p>

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Improvements to 60 accesses from Meridian are welcomed as they will reduce the heavy traffic at Ironwood Road and the Gateway Mall and Mesa Swap Meet traffic at Signal Butte.

We are in favor of the improvements.

**27** Not provided Email

The EAST BOUND I-10 interstate desperately needs re-paved from at least Watson Road to Airport Road just before Jackrabbit Trail in the west Valley before widening at Meridian to Crismon Road!

That part of the I-10 is really bad in the right-hand lane, such that everyone gets over into the left lane to avoid the pavement on the right lane?

Also the WEST BOUND I-10 from Airport Road overpass to just before the on-ramp west bound from Airport Road also is very rough and needs repaved.

Any idea when this re-paving can be done for us out here in the west valley?? Thanks!

**28** Anonymous Email  
per request

Let me first say that I think widening US60 is long overdue. It should be widened to Idaho. You have a lot of boats, etc exiting there to go to the lakes. Stopping at Ironwood will only create a jam during rush hour.

Now....adding that limited interchange at Meridian is money that could be spent elsewhere. Whatever happened to "limited access" roadway? This will be access like Sossaman or Superstition Springs Blvd. Take a look at Lindsay. There is no interchange there. Another thing to consider is that Meridian is the only crossing for US 60 that does not have traffic lights. (That means the possibility of fewer accidents) Police, Fire and Emergency Vehicles do not have to deal with that type of traffic (traffic lights) and it can reduce response times.

I know a lot of people really want the traffic on Ironwood to be reduced. Some people have started using the new AZ 24. As those improvements continue to be extended more and more people will switch and Ironwood will become more manageable.

Hopefully some of these points will give you another perspective.

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29	n/a	Email	<p>If you have more meetings I think that a larger room would be needed and a functioning PA system</p> <p>It would also be nice for Signal Butte to go all the way to Ocotillo.</p>
30	<p>Jolene Stettler</p> <p>And Steven R. Stettler, RLA</p>	Email/Online	<p>Given the history behind the US 60, the present alignment was established many years ago and over the decades has expanded as the need has arisen. Past widening projects were undertaken for the purpose of the increased traffic demands and for the safety of those traveling this highway system.</p> <p>The following are observations and specific comments:</p> <ul style="list-style-type: none"> <li>• No new ROW required.</li> <li>• With mass transit options non-existent, development of the highway is necessary given the expanding population in Eastern Maricopa and Western Pinal Counties. Park n' Rides located at Power Road and the 60 or Power Road and the Loop 202 are the closest locations with which to connect to mass transit hubs.</li> <li>• During the study phase and eventually planning stages, future park n' ride locations should be looked at in an effort to meet the growing commuter trend. Possible sites may include Meridian Road or Ironwood Road.</li> <li>• ADOT has indicated that the extension of the freeway would include a rubberized surface. Given the current sound levels which carry in excess of ¼ to ½ mile south of the present alignment, I would like to see rubberized surfacing as a mandatory requirement for approval of this project.</li> <li>• Presently, sound attenuation walls have been installed along the southern side of the Superstition Freeway where it is elevated and where residential housing is the adjacent land use adjacent the freeway right-of-way. It is for that reason that I would strongly request that a similar structure be built from Crismon Road (along the south side of the freeway) to at least the swap meet site, preferably to Signal Butte.</li> </ul> <p>Thank you for this opportunity to provide input for this forthcoming project.</p>

31	Thomas Krukow	Written	<p data-bbox="625 193 1258 226">Thank you for the opportunity to provide comments.</p> <p data-bbox="625 262 1438 415">Some of my comments for further than the study and I believe that they have significant immediate impact and will affect the future study area of Ironwood &amp; US 60. I enclosed 4-graphics to illustrate my concerns.</p> <p data-bbox="625 451 1161 485">I hope they can help in the planning process.</p> <ul data-bbox="673 520 1438 1123" style="list-style-type: none"> <li data-bbox="673 520 1438 877">• The study should also include sound abatement walls from Meridian Road to Ironwood Drive on both sides of US 60. This is the only residential area of US 60 without sound barriers, and is only one of a few areas where the roadway is above the rooftops of the adjoining homes. The undeveloped property on the North side of US 60, from Meridian bridge, Eastward towards Ironwood, is approved for development of a 600+ Manufactured Home Park (MHP).</li> <li data-bbox="673 930 1438 1123">• The study should address the congestion on Ironwood Drive, south of the US 60. Ironwood has been reworked to the maximum width already. No widening will be available without using the State Owned Apache Creek Golf Course, which is under lease from the State.</li> </ul> <p data-bbox="625 1159 1438 1438">However, changes in the northbound traffic signal system at US 60 on both sides of the bridge could affect auto movement immensely. (See included diagrams 1 thru 3). Basically, three (3) Northbound lanes cross under bridge. One is a dedicated left turn lane to proceed West on US 60. Two (2) lanes are dedicated to Northbound traffic. Just South of the US 60 bridge, there are only two (2) lanes leading up to the left turn lane start point.</p> <p data-bbox="625 1474 1438 1711">During morning and afternoon work traffic periods, the current dedicated left turn lane backs traffic from the South, all the way to Baseline Road and often to the bridge over the CAP Canal south of baseline. This backup causes drivers to be impatient and many speed past this backup, on the right lane, to try to cut into the left turn lane, at the bridge under US 60.</p> <p data-bbox="625 1747 1096 1780">The proposed traffic signal changes are:</p> <ul data-bbox="673 1816 1388 1850" style="list-style-type: none"> <li data-bbox="673 1816 1388 1850">• Keep the left turn lights as they are. Re-wire the Middle</li> </ul>
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Lane lights and change the light fixture to show a left turn and straight ahead option simultaneously for northbound traffic. Change the Right lane light fixture to show a straight ahead arrow only. These lights should be all on at the same time and for the same duration that northbound traffic is authorized.

- Two Westbound US 60 on-ramp lanes already exist. The southbound Ironwood Drive traffic should be forbidden from "Right Turn on Red" by signage.
- Eastbound US 60 traffic exiting at Ironwood Drive. Signaling would remain the same.

I expect that the northbound Ironwood traffic could back up under the bridge in both northbound left turn lanes. This would of course be a problem for Eastbound traffic exiting at Ironwood, who are used to two (2) left turn lanes as they arrive at Ironwood. But this could be remedied by timing. The northbound Ironwood lights on the Southside of the bridge could be changed to stop x-seconds before the lights on the North side of the bridge.

The above signal changes would provide some measure of traffic congestion relief on Ironwood Drive, northward from the CAP Canal bridge. Future connection of State Route 24 to Ironwood Drive is a long way off to do any good now.

While this study does not include the effect of the budgeted Half-diamond exchange at Meridian; the existing poor roadway on Meridian; and traffic control at Baseline Road; and or even roadway and intersection lighting; that interchange will sorely affect the traffic problems in the area of Meridian and Baseline roads and consequently to Ironwood Drive and Baseline Road.

- If significant US 60 traffic choose to exit at Meridian, they face a serious problem at Baseline Road, where they will find no traffic control lights to help them turn left towards Ironwood Drive, and it will be very dark at night.
- If significant northbound Ironwood Drive traffic determines to left turn westbound at Baseline Road, they will create the same backup conditions at Baseline Road as they now do at US 60. And the current study will not address that

new potential problem either.

1. The northbound Ironwood Drive left turn lane at Baseline Road is only 392.42 feet long. No additional left turn lane capacity is available at Baseline for Westbound onto Baseline.
2. The Northbound Ironwood left turn lane, leading to the bridge, combined with the left turn lane under the US 60 bridge, is 829.60 feet.
3. Adding a second left turn lane next to the existing left turn lane at the US 60 will double the existing length to 1,659.20 feet of left turn lane.

<b>32</b>	n/a	Email	If I understand what is proposed for this project, then I think that I don't understand the value in doing this project. If it is only going to be that short distance why even bother? I am sure that the lanes past Crismon to Ironwood need to be widened, but I would think that that needs to go past Ironwood. In fact it needs to go much farther than Gold Canyon if the project is going to do any good. But I am sure that some of this is due to budget allotment. But with that said, to take up the just that short distance of road and tie it up for months really doesn't seem worth the effort, or expense unless you are going past Ironwood.
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<b>33</b>	Annette and Tom Padilla	Email	<p>I was on your website and had a comment for you.</p> <p>My husband and I carpool to work Monday through Friday from Ironwood onto 60 W. I would love to see an HOV lane extended through Ironwood.</p> <p>I have additional comments:</p> <p>We don't get onto the 60 from Ironwood. It's far too dangerous with cars backed up to Baseline. When we did take it, on a daily basis it was like taking your life in your own hands. Cars cut in dangerously fast and close. Even in the solid white line getting closer to the lights - they cut in. Even at the light itself as you're turning onto the freeway, there were cars that would cut in. I would call the police and beg them to station themselves there sometimes to deter these activities. We finally started turning right onto Baseline to Idaho and getting onto the 60 W this way. Much</p>
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safer.

I also wanted to let you know that we don't take 60 to Ironwood to exit and go home. This area is called Death Row because the cars back so far onto the freeway there's always accidents and people not expecting the backup and having to break and leave skid marks. Someone should drive and park to the side and look at all of the skid marks. It looks like a racetrack with someone doing donuts. I've called and mentioned my suggestion to Pinal County and they point to you. I've called ADOT and have advised them of this situation and recommended that as you exit Ironwood, there are three lanes, one lane must turn left, one lane must turn right and one lane in the middle where you can turn both ways. Well guess what happens, there will be one car turning left, and then another car pulls up and is turning left but gets in the middle lane versus the left lane. No one can be second these days. Meanwhile you have thirty cars backed up at rush hour trying to exit and turn right. MY RECOMMENDATIONS WHAT TO HAVE TWO RIGHT TURN ONLY LANES. This would help the 95 to 5 ratio of cars turning right and left. For every 95 cars turning right, there are 5 turning left. Makes no sense. Well we don't go this way, too dangerous. We take 202 to exit 24 to Ellsworth.

Thanks for the 24, it's been amazing! I beg of you to extend even further.

Now that the housing market is getting better the builders haven't hesitated to start building more and more housing developments. We need more and more roads. Easier access to highways. I don't want to go back in time when during the commutes it would take you an hour to get to and from the freeway with cars driving on the side of road and through farms illegally.

**34** Loren Sterling Online

I just wanted to voice my support of the plan to widen US Highway 60 from Crismon to Ironwood. Traffic is steadily building and this would alleviate some of the bottlenecks that occur there during peak hours.

**35** Dan Beatty Online

I believe this project should be looked at, as the traffic particularly from Ironwood to Meridian on US 60 gets congested during commuting times, especially from October-May, and even more during February-March during the Renaissance Festival annually. It

is my understanding that the land involved in this project is primarily State Trust Land, and there are most likely wildlife and eco-systems considerations. I suggest the project proceed as stated. I am not aware of any alternatives, but others might have some comments regarding alternatives.

**36** Kim Howard Online

BUILD it as soon as possible!!!! Quit thinking/talking about it is NEEDED NOW!!

**37** Shane Kiesow Online

When considering these improvements, please also consider the following:

1. Completion of the landscaping that is currently only 1/2 existing for the TI at Crismon/60 - to me it would have made sense to complete the whole TI instead of leaving it looking like it was never finished. Landscaping also of the Signal Butte TI along with these improvements.
2. Consider installation of landscaping for the upcoming TI at Meridian/60 with the graphic designs like City of AJ has it Ironwood, Idaho, etc. which is really cool like several other areas throughout valley - Rio Salado/101.
3. Paint the ugly overpass of Meridian and continue paint scheme for the rest of the TI overpasses east Ironwood, Idaho, Tomahawk etc. like the other newer freeways around the Valley.
4. Include something to deal with the mess at the Ironwood/60 TI. Need dual pocket left turn for northbound Ironwood traffic from San Tan/Queen Creek area to go west onto the 60. The log jam makes it difficult to get through 36th Ave./Ironwood intersection and even going east through the Ironwood/Baseline intersection which is even backed up all the way to the canal bridge - a mile! This traffic jam in my opinion will not decrease with the Meridian TI, with no traffic signal at Meridian/Baseline this traffic will continue to use Ironwood as well as Signal Butte which also makes that intersection difficult to get through - especially Fridays with the Flea Market open. Ironwood/60 will not have any relief either until the new SR 24 connects with Ironwood or if/when Meridian is extended contiguously to the south into San

Tan/Queen Creek areas.

Much appreciate the opportunity to comment, especially with the convenience of doing this on-line. : ) Thank you for the consideration of these comments!

38	Lucretia Pelletier	Online	I live along Meridian and support the idea of creating an interchange on Meridian/US 60. My concern is that Meridian Rd. currently will not support the traffic. Meridian is in very bad condition between Baseline north to University currently. This is due to issues of who is responsible for maintenance or the road; Maricopa County, Pinal County, Cities of Apache Junction or Mesa. It is a real mess and that needs to be addressed before thoughts of creating a freeway access at Meridian. Someone is going to have to be responsible for widening Meridian Road, creating turn lanes, lights that include left turn arrows, and who is going to maintain Meridian in the future?
39	Jan Roberts	Online	Two extra lanes, with rubberized asphalt would be a great improvement between Crismon and Ironwood. There is considerable backup to exit on Ironwood. Extending lanes halfway would only cause more accidents and confusion. An exit at Meridian seems redundant, with an exit already at Signal Butte. It does not seem heavily used. The money would be better spent adding the lanes all the way to Ironwood, unless a survey showed another exit would greatly reduce the traffic on Ironwood
40	Dave Waldron	Online	This is a project that is needed based on the amount of traffic that uses the US 60 from Crismon east. As the area to the south of US60 in this area develops more traffic will be using this section. At the recent public meeting it was made clear there would most likely not be any additional ROW needed to add the lanes. This is a good project designed for the near future.
41	Brandi Taylor-Kelly	Online	This project would be a positive addition to a heavily used area that needs more lanes and improvements made to the Meridian Rd traffic interchange.
42	Ed Mears	Online	Pulice Construction, Inc. is very interested in seeing this project continue through full funding for design and construction. Pulice Construction provides hundreds of career positions in the construction industry and will pursue this project when it is

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advertised for construction.

43	Dick Westerberg	Online	YES, I would like to see an interchange at Meridian & US 60.
44	Guy Sumner	Online	I am in favor of having an interchange at Meridian and the 60. It would also be nice to have Meridian extended further south, past Baseline.
45	William Randall	Online	Would it be possible to study a proposal for extending the project on through Idaho instead of stopping at Ironwood? By the projected timeline construction, the population will have expanded beyond the Ironwood exchange and we will need to revisit this issue again. Why not be proactive and plan for the future instead of only dealing in crisis management?
46	Kathleen Powell	Online	I really do not see the real need for either project and drive that section of freeway every day. Funds should be spent where there is a real need.
47	Michele Doberstein	Online	I live in Santan Valley and am excited about this widening project; however, I am more interested in knowing when the SR24 extension will occur. What is the projected timeline for this extension (SR24 from Ellsworth to Ironwood)? Thank you for your time and work.
48	Debbie Blythe	Online	This area has grown quickly! I travel to Ironwood from Crismon every week and sitting in such congestion as this seems strange, but is very real. I see the need to expand.
49	Jeffery R White	Online	Last year I bought a home in a subdivision of clustered small homes on the Southeast corner of the US 60/Crismon Rd. highway on-ramp heading East towards Globe. Although I understand the need for expansion to more than 2 lanes due to population growth beyond Crismon East, the noise pollution is presently unacceptable. The highway is elevated 2 stories above the level of the housing and all homes are 2 stories. There are highway noise pollution barrier walls before the Crismon exit when going East, but not beyond Crismon next to our homes. I assume this is because it reduces from 3 lanes to 2 lanes and the threshold that requires noise pollution barriers is above 2 lanes. Based on the information provided, the study's goal is to add an HOV lane in addition to another general purpose lane to US 60 thus widening the road

significantly due to space needed for the easement from general purpose lane to HOV and the breakdown lane necessary to the left of the HOV lane. This will bring the edge of the highway much closer to our homes significantly increasing noise pollution. Public approval of residents within Crismon Creek Village will be significantly diminished without noise pollution barriers and nonexistent if there are any plans of eminent domain to our friends and neighbors.

## Appendix L: Title VI Summary



### TITLE VI MEETING SUMMARY FOR US 60 Crismon to Ironwood Study

TO: Lucy Schrader

FROM: Megan Griego

DATE: May 30, 2014

Public Information Meeting  
May 29, 2014, 5:30 p.m. to 7 p.m. Mountain View Medical Center, Mesa

Total attendees that signed in at the meeting: 97

Accommodation Requests: none  
Accommodations Made: none

Self-Identification Surveys Returned: 3

Note: enclosed are copies of advertisements (2) and mailers (2) used to publicize this meeting, as well as a photo of the display (1) and the three original self-identification surveys (3) returned

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